	Section	Route kms.
1.	Balance work of-Sonnagar-Patratu	180
2.	Gumia-Patratu	72
3.	Balance work of-Delhi-Ambala-Indhians	270
4.	Part of-Vijayawada-Visakhapatnam	250
5.	Bandel-Katwa	105
6.	Part of Erode-Palghat-Ernakulam	155
7.	Bokaro Steel-Hatia	260
8.	Branch lines	162
9.	Part of-Siarampur-Mughalsarai	262

Repair of Coaches

2232. SHRl BHAGABAN MAJHI: Will .he Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of coaches have become old, outdated and damaged;

(b) if so, the estimated number of such coaches;

(c) the steps take$_n$ to repair and replace such coaches; and

(d) the details thereof?

TPIE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) nnd (b) No, Sir. Some coaches which have crossed their codal life are being retained in service only after ensuring the requisite standards. The number of such coaches used for passenger traffic are as follows:-

	Nos.	% to total holding
BG	643	3%
MG	1237	18.8%

(c) and (d) Ssheduled maintenance of coaching stock, including periodical overhaul^ is laid down and all coaches undergo maintenance as per this,

Replacemnet of such coaches is a continuous process depending upon the techno-economic review and availability of stock from our Pro. duction Units.

..Working Expenses/Earnings of . Railways

2233. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS bo plsesed to state:

(a) what were the working ex penses of Railwavs during the last three years, year-wise;

(b) what income was earned by Railways during the same period;

(c) whether Railways are facing various proble ms as a result of widening gap between expenditure and income;

(d) wh.etb.er due to this liquidity problem Rai]kay$_s$ have to borrow to pay salaries; and

(e) if so, the steps taken to improve the liquidity position of Railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The working expenses of Railways daring the last three years are as under:-

Year	Figs in crores of Rs.
1991-92	12572.79
1992-93	14159.30
1993-94 (Provisional)	15260.97

(b) The income earned by the Railways during the same period are as under; -

Year	Figs. in crores of Rs.
1991-92	14113.74
1992-93	16114.73
1993-94 (Provisionsl)	18370.14

(e) The income of the railways is more than expenditure, so there is no widening gap between expendi ture and income.

(d) and (e) Do not arise.

Revenues Earned from Passengers Travelling in Seco??d CJa~s| Sleeper Class

2234. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS he pleased to state:

(a) whether it is a fact that majority of passengers travel by second class and sleeper class and Railways earn major share of its revenue from these passengers;

(b) if so, what are the plans to provide comfortable journey to these passengers;

(c) whether the sleeper coaches are provided with all facilities thro, ughout the country;

(d) whether Railways conduct surprise checks to ensure proper upkeep of these coaches during journey; and

(e) .if so, tha details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Amenities are provided uniformly in all the coaches as per the recommendations of Passenger Amenities Committee, In addition, instructions already exist for provision of one TTE for each sleeper class coach in non-vestibuled train and one TTE for two sleeper class coaches in vestibuled trains in order to prevent the entry of unauthorised passengers. During summer adequate arrangements for drinking water are also made in the coaches.

(c) Yes, Sir, However avalability of such facilities ig adversly affected at times specially on passenger trains particularly in areas having severe law and order problem.

(d) nnd (e) Yes. Sir. Regular cheeks are conducted including at officer^ level t_0 ensure proper up keep of coaches.

Cost Iron Sleepers

2?,35. SHRI DIGVIJAY SINGH: Will Ihe Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Safety Standard Committee of Railways recommended in 1991 that Cast Iron Sleepers are not fit for carrying heavy loads as the train cannot move